

California CO2 emission standards would lead to improved fuel economy

Model Year	PC/LDT1	LDT2 _a	Fleets _b						
	CO ₂ E _c (g/mi)	%GHG Red	FE _d (mpg)	CO ₂ E _c (g/mi)	%GHG Red	FE _d (mpg)	CO ₂ E _c (g/mi)	%GHG Red	FE _d (mpg)
2002e	312	-	28.5	443	-	20.1	354	-	25.1
2009	323	0.0%	27.2	439	0.9%	20.0	360	0.0%	24.4
2010	301	3.5%	29.2	420	5.2%	20.9	338	4.6%	26.0
2011	267	14.4%	32.9	390	12.0%	22.5	304	14.2%	28.9
2012	233	25.3%	37.6	361	18.5%	24.3	271	23.5%	32.4
2013	227	27.2%	38.1	355	19.9%	24.5	265	25.2%	32.7
2014	222	28.8%	39.0	350	21.0%	24.9	260	26.6%	33.4
2015	213	31.7%	40.6	341	23.0%	25.5	251	29.1%	34.5
2016	205	34.3%	42.1	332	25.1%	26.2	243	31.5%	35.7
2017	195	37.5%	44.2	310	30.0%	28.0	229	35.2%	37.7
2018	185	40.7%	46.5	285	35.7%	30.4	215	39.3%	40.1
2019	180	42.3%	47.8	270	39.1%	32.1	207	41.5%	41.6
2020	175	43.9%	49.1	265	40.2%	32.7	203	42.8%	42.5

SOURCE: CALIFORNIA AIR RESOURCES BOARD AN ENHANCED TECHNICAL ASSESSMENT, Feb. 25, 2008

Summary

This analysis demonstrates that California's GHG standards are significantly more effective at reducing greenhouse gas emissions than the new federal CAFE program, whether they are implemented in California, other states, or Canada. California's GHG emissions standards are 16 percent more stringent than the new federal fuel economy standards for 2016 model year passenger vehicles, and 18 percent more stringent for 2020 model year vehicles when the planned second phase of California's standards are in place. This translates into the California standards being considerably more effective at reducing GHGs than the new federal standard, indirectly yielding an estimated fuel economy of 43 mpg by 2020 as compared to the new CAFE standard of 35 mpg.

In calendar year 2016, California standards will reduce GHG emissions from cars in California by 9 MMTCO₂E more than the federal CAFE standard. This is more than double the reduction produced by the federal standard. By 2020, California will have implemented revised, more stringent GHG emission limits, as set forth in its Climate Action Plan. As a result of these new requirements GHG emissions in California will be reduced by 13 MMTCO₂E (69 percent) more than the federal standard in calendar year 2020 alone.